

CENTRAL INTELLIGENCE AGENCY 50X1-HUM

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the summary report for 50X1-HUM
March 1963 on transportation in East Germany, the USSR,
Czechoslovakia and Poland. (22 pages in English)

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Transportation Summary for March 1963I. International Transport Relations

Effective 26 May 1963, railroad ferry service with the new ferry boat "Warnemuende" is to be opened between East Germany and Denmark.

In January 1963, ferry transport between Sassnitz and Trelleborg increased by 23.6 per cent compared to January 1962.

Uniform international passenger fares to be introduced by OSSHD (Organization for the Co-operation of Railroads) on 1 April 1963.

Assessment of development of gauge-changing wheel sets. (See Annex 1)

II. USSR

RR transport performances in 1962 and plan figures for 1963.

III. East Germany

Planned reduction of running time of interzonal passenger trains between Hamburg and Berlin. Rerouting of these trains possible in Berlin area.

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Excursion trips by air between Berlin and the Islands of Rügen and Bornholm.

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Construction of a special S-Bahn intersection under way at Gruenau.

Havel bridge near Hennigsdorf to be double-tracked.

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Confidential official RR mail transported by Central Messenger Service.

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RR Station Eggesin downgraded.

RR Station Central Airport Schoenefeld renamed "Zentralflughafen Berlin-Schoenefeld" (Central Airport Berlin-Schoenefeld).

Operational situation of Reichsbahn still strained.

Military requirements as in preceding month.

Regulating performances of Frankfurt/Oder switchyard satisfactory in outgoing border traffic.

Border crossing point Goerlitz opened to freight traffic.

Passenger train traffic discontinued on Blankenburg (Harz lfts) - Tanne (and/or Drei-Annen-Hohne) line. Building activities on this line to prepare electrification.

Improvement of Rostock harbor line and switchyard to be continued. Regular military supplies by sea.

Double-tracking between Flaue and Oberhof (Line No 191) under way.

Renovation of 370 track kilometers planned for 1963.

About 320,000 personnel employed with the Reichsbahn.

Motor vehicle production to be increased; VEB Industriewerk Ludwigsfelde (industry plant) to produce 5-ton trucks.

Engineers' College for Road Building and Road Transport founded in Cottbus after the Engineers' College for Road Transport had been closed down in Schleusingen/Thuringia.

East German taxi drivers trained in combat groups.

Leipzig Fair visitors instructed to use Leipzig - Berlin Autobahn or Highways F-1 and F-184.

Old Highway F-177 downgraded after completion of new Highway F-177 in northern by-pass around Dresden.

Roads restricted in connection with military installations.

Elbe bridge at Torgau reinforced.

Capacity of Elbe bridges at Dessau-Rosslau restricted.

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Speed limited on Highway F-5.

Shipping on East German inland and interzonal waterways resumed.

On occasion of Leipzig Spring Fair, a TU-124 Soviet passenger jet liner touched down at Schkeuditz airport.

IV. Czechoslovakia

Operational situation continuously difficult.

Freight transportation short by eight million tons according to 1963 plan.

Construction of rapid transit line planned in the Kaschau (Kosice) area.

Bridge constructed on the future double-track Pilsen (Plzen) - Budweis (C. Budejovice) line.

Electrification progress on the Hranice na Morave - Petrovice - Polish border line.

Ostrau (Ostrava)-Kunice - Tetschen (C. Tesin) to be electrified in addition to planned quota of 1961-1965 Plan.

Regular air connection established between Prague and Karlsbad (Karlov Vary).

A total of 3,500 passengers transported by CSA daily.

Construction of pipeline from Slovakia to Bruex (Most) progressed.

V. Poland

Polish State Railroads in charge of eight railroad divisions.

Shortage of RR cars continued.

Line construction projects in 1963.

Railcars to be delivered to the Polish State Railroads (PKP).

Road construction projects in 1963.

Road bridge over Oder River ("Century Bridge") at Oppeln to be completed by 22 July 1963.

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I. International Transport Relations

1. Railroad Ferry Traffic Between East Germany and Denmark and/or Sweden

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- a) The new ferry boat "Warnemuende" [redacted] is to be handed over to the Reichsbahn on 1 May 1963. Beginning with the summer timetable (26 May 1963), the boat is to serve the Warnemuende-Cadser ferry route [redacted]. In Warnemuende, improving of the navigable channel for the new ferry boat is also to be completed by 1 May 1963.

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- b) Ferry traffic on the Sassnitz - Trelleborg route is being carried by Reichsbahn Ferry Boat "Sassnitz" [redacted]. This traffic was not interrupted during the past winter. Presumably because of the temporary freezing of the other ferry routes of the Baltic Sea, a total of 23.6 per cent more cargo (total transportation approximately 90,000 tons) was transported between Sassnitz and Trelleborg in January 1963 as compared to January 1962.

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2. Transport Associations; Agreements

Within the scope of the 1st Committee ("Agreement on International Passenger Transportation") of the OSSHD (Organization for the Co-operation of Railroads of the Socialist Countries) it was decided to introduce uniform passenger fares on 1 April 1963. The countries represented in the committee by their railroad administrations are Albania, Bulgaria, Communist China, Czechoslovakia, People's Republic of Mongolia, North Korea, North Vietnam, Poland, Rumania, East Germany, Hungary and the USSR.

3. Railroad Engineering

For an assessment of the development of the gauge-changing wheel set, see Annex 1.

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II. USSRRailroad TransportationTransport Performances in 1962 and Plan Figures for 1963

	Fulfilled 1962	Plan 1962	Fulfilled 1961	Plan 1963
Freight traffic (billion t/km)	1,643	1,625	(1,564)	1,680
Freight Transportation (million tons)	2,064	2,000	(1,974)	
Passenger Transportation (billion passenger- kilometers)	188.8	182	(176.3)	190
Double track put in service (kilometers)	538	550	(527)	800
Equipment of lines with automatic block and dispatcher control installations (kilometers)	2,109	1,942	(1,480)	2,130
Total railroad network (kilometers)	127,000			
Lines electrified (kilometers)	2,360	2,020	(1,860)	2,174
Total length of lines electrified (at the end of the year) (kilometers)	18,060		15,700	
Including A.C. lines (at the end of the year) (kilometers)	2,300		2,100	
Lines dieselized (kilometers)	6,500	7,000	(8,400)	7,000
Length of lines dieselized (at the end of the year) (kilometers)	33,940		26,400	
Share of electric and diesel locomotives in freight transportation (in percentages)	62	61	(61.8)	74

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Production of rolling stock:

Electric Magistral locomotives	617	710	(557)	800*)
Diesel Magistral locomotives	1,483	1,471	(1,455)	1,500
Passenger cars	over 3,000	appr.	(over 3,000	3,200)
Freight cars	over 35,000	appr.	(35,300)	35,000

*) in addition, a total of 100 electric locomotives from Czechoslovakia.

III. East Germany1. Interzonal Traffic and Berlin Traffic Situationa) Interzonal Traffic

- (1) Vice-President Marx of RR Division Berlin promised that some 30 to 40 minutes of traveling time would be saved "because of modifications" in interzonal passenger traffic between Hamburg and Berlin in 1963. Interzonal traffic, again called "Transit Traffic", is reportedly to be separated from local S-Bahn traffic at Staaken. After the direct Nauen - Falkensee - Berlin-Spandau connection had been interrupted near Albrechtshof, interzonal trains from and to Hamburg have been routed via Nauen - Bredow - Wusternark - Berlin Outer Ring - Golm - Griebnitzsee since December 1961. This detour has increased the traveling time by approximately 30 minutes. In October 1962 it was noted that RR Station Staaken was being improved to become a transit station for passenger trains in traffic with West Berlin. 50X1-HUM

The above-mentioned "modifications" may therefore imply the rerouting of interzonal passenger trains via Staaken; however, it may also be possible that the train control office will be transferred to Wusternark, or that the direct Nauen - Falkensee - Berlin-Spandau line will be reopened. However, only preparations for eventual control points for freight train traffic from and to West Berlin at Wusternark switchyard and Dallgow (east of Wusternark) have been reported so far. The exact date of the announced "modifications" 50X1-HUM

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- (2) From 1 April 1962, AF^W will also increase the daily flights to and from West Berlin airports by carrying out 14 landings and take-offs daily in Tegel compared to the previous 12. A total of 146 aircraft of the western airlines will take-off and land regularly at Tempelhof and Tegel in accordance with the summer timetable. [REDACTED]

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01 Berlin Traffic Situation

- (1) Discussions between the East German Ministry for Post and Telecommunications Services and the Regional Administration of the Post Office in West Berlin on the handling of mail between West and East Berlin are to be resumed in April 1963. [REDACTED]

(2) Railroad Improvement

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- (a) South of the already existing "Gruenauer Kreuz" (Intersection), where the Berlin Outer Ring (BAR) crosses the Berlin-Cottbus line and the Berlin - Koenigswusterhausen S-Bahn line, the construction of a special S-Bahn intersection is under way on the north-western end of Railroad Station Gruenau. The intersection is to be completed in 1963 and is also to serve as an over-pass of the S-Bahn line from Central Airport Berlin-Schoenefeld across the lines leading to Cottbus and Koenigswusterhausen.
- (b) The S-Bahn track, begun in February 1962 between Central Airport Schoenefeld and Berlin-Adlershof has been laid on the roadbed of the old Gueterausseuring (Outer Freight Ring). Between S-Bahn station Altglienicke and Gruenbergallee the tracks of this line are to be removed by late July 1963. It is planned to extend the line later via the S-Bahn intersection at Gruenau as far as Berlin-Vohlsdorf including an approach track from Karlshorst to the Brunn - Berlin Ostbahnhof line in order to relieve the Berlin-Gruenau - Berlin-Schoeneweide - Berlin-Treptow line. In addition, a new industrial track is to be put in service between Berlin-Gruenau and Central Airport Berlin-Schoenefeld by 1 September 1963.

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- (c) The bridge of the BAR over the canalized Havel River (former "Hohenzollern Canal") east of Hennigsdorf-North is definitely to be put in double-track operation on 1 October 1963.

(3) Personnel

In February 1963, locomotive engineers and stokers residing in West Berlin and employed at Bw (railroad maintenance shop) Ostbahnhof in East Berlin were transferred to Bw Berlin-Grünwald. These measures were allegedly taken because of the decreasing interzonal traffic. After 13 August 1962, a number of locomotive personnel residing in West Berlin had been transferred to Bw Ostbahnhof in order to operate the locomotives provided by this Bw for the interzonal passenger trains as far as the interchange stations at the demarcation line (see Transportation Summary for May 1962, Annex 4). This statement may be true because the seasonal trains D-1065/66 (Hamburg-Berlin route) were dropped from operation at the end of the summer timetable.

Since recently, however, also railcar personnel and switchmen residing in East Berlin have been detailed for daily duty in West Berlin, a fact that may be indicative of a shortage of personnel in certain operating services.

Bw Grünwald is still making available locomotives for

- a) Local freight and interchange trains and for switching in West Berlin;
- b) Interzonal freight trains (from and to West and East Germany) between the East German switchyards Seddin and Wusternmark and Grünwald switchyard;
- c) Allied military trains (from and to West Germany) between Potsdam Stadt (city) and West Berlin RR Stations Lichterfelde West, Spandau and Tegel.

2. Railroad Transport

a) Organizational Changes

- (1) Since 1 February 1963, confidential service mail is no longer to be sent as "Einschreibsendung in Eisenbahnverkehrsangelegenheiten" (EES) (Registered

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Mail in Official Postal RR Service), but is to be handled by the State "Zentraler Kurierdienst" (Central Messenger Service).

- (2) (a) RR Station Eggesin (on Line 122-q) has no longer an independent status but has been subordinated to RR Station Uckermark since 1 January 1963. The downgrading may be connected with the decreasing military requirements of this station in favor of RR Stations Spechtberg (VV-375437) and Droegerheide (VV-378405) on the unofficial line between Uhlenkrug (on Line 122-m) and Gumnitz (on Line 122-q).
- (b) RR Station "Zentralflughafen Schoenefeld" (prior to March 1962 named "Schoenefeld bei Berlin") was renamed "Zentralflughafen Berlin-Schoenefeld" (Central Airport Berlin-Schoenefeld) in mid-1962. Since neither the railroad station nor the airport are located on Berlin territory, but in East Germany, the renaming may be designed to underline the international significance of Schoenefeld Airport and to divert air traffic from West Berlin to Schoenefeld. ()

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b) Operations and Traffic

- (1) In early March 1963, the operational situation still suffered from the after-effects of the cold weather: forwarding of freight from district to district and to foreign countries was particularly affected. Even coal imports from the USSR, which for the most part used to arrive according to schedule, had been delayed since late February. The shortage of RR cars increased through damage to cars and loads caused by the cold weather. Attempts were made to reduce the number of damaged cars by drawing upon the repair sources of the nationalized industry enterprises, in particular of the coal plants.
- (2) "Ganzzugverkehr" (integrated coal freight train traffic) between the dispatching stations of the coal mines and the presently 170 junction stations (see Transportation Summary for February 1963) has allegedly increased the daily unloading capacity of the Reichsbahn by 2,000 cars and has thus contributed considerably to the more intensified utilization of the

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serviceable rolling stock. The arrangement of the cars in the "Ganzzuege" demanded by some junction stations to secure an unimpeded forwarding, sometimes requires so much switching on the assembly stations in the coal dispatch areas that the wished-for advantages of this kind of concentrated transportation are being impaired considerably.

In late February the daily coal dispatch from ER Division Cottbus amounted to approximately 115,000 tons including

50,000 tons in 49 "Ganzzuege" to various junction stations,
25,000 tons in 19 regular shuttles,
40,000 tons in individual shipments.

- (3) From mid-March 1963, the effects of the cold weather could gradually be eliminated. The best result in forwarding of cars since the beginning of the year was attained on 10 March with almost 70,000 units. Though thaw has caused new operating difficulties, particularly on RR stations, the desire to make-up the still occurring arrears by 1 May 1963 is stressed.
- (4) RR Division Halle reported a backlog of eight days within the framework of the transport plan for all goods (except coal) at the end of the second third of March 1963; this backlog is to be reduced to six days by early May and to 1.2 days by early September 1963. Even if the operational situation should not deteriorate again, it will be difficult for the Reichsbahn to meet the planned increase in the volume of transportation by 12 million tons, i.e., 4.6 per cent, and the planned reduction of the turnaround time from 3.41 to 3.31 days. 50X1-HUM
- (5) The coal situation of the Reichsbahn is improving only slowly; there are still less stocks available than at the same period in 1962. However, the quality of locomotive coal has improved by increasing imports. 50X1-HUM
- (6) Hungary, Czechoslovakia and Poland sent special trains to the Leipzig Spring Fair. Concerned were allegedly 12 couchette car trains each, from Hungary and Czechoslovakia, and four such trains from Poland; however, it is possible that the Reichsbahn counted forward and return trips separately so that actually only half of the

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stated number of special trains were used.

- (7) There was no change in the military requirements of the Reichsbahn compared to February 1963 because the winter exercise of units up to division strength continued.

(8) Border Crossing Traffic

- (a) No special features were observed in military border crossing in February 1963.
- (b) At the end of the first third of the month, the good results in the forwarding of outgoing shipments at Frankfurt/Oder switchyard were praised specifically.
- (c) Since May 1962, border crossing point Goerlitz has been opened to freight traffic moving across the Oder-Neisse line. Up to that date, only passenger trains had crossed this point, allegedly because of the limited capacity of the Neisse Viaduct. At least one of the four piers, blown up at the end of WW II and rebuilt by the Poles in 1950, has subsided. Since no new rebuilding of the viaduct has been noted it is assumed that weight and axle pressure of the present freight trains do not exceed those of the passenger trains; the crossing of heavy civilian and military shipments therefore appear unlikely. However, it must be taken into account that light military traffic does cross the Goerlitz border point.

c) Improvement and/or Renewal of RR Lines

- (1) Since mid-March 1963, the remaining limited passenger traffic has been discontinued on Line 205-a between Blankenburg (Harz Mts) and Tanno and has been replaced by bus transport. This measure will allegedly be applicable only during the time of repairs on this line that serves for the transportation of lime from the Harz Mts to the chemical plants in Central Germany. After the reinforcement of the roadbed for higher axle pressure (see Transportation Summary for February 1962), the

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specially established "Reichsbahn-Investbauleitung" (Investment Construction Management) Blankenburg (Harz) is to carry out the following building projects necessary for the planned electrification of Line 205-a:

- (a) Construction of a new Blankenburg-North station for the direct connection of the Blankenburg-Tenne and the Blankenburg - Halberstadt stretches (by-passing RR Station Blankenburg (Harz)).
- (b) Extension of the trackage of RR Station Michaelstein (PC 327 405) (for the handling (Spitz-Kohre) of the longer electric trains).
- (c) Lowering of the base of the Dielstein Tunnel between Michaelstein and Huettenrode (PC-311 374).

Passenger traffic on the Elbingerode - Drei-Annen-Hohne branch line (205-a) has been discontinued with the beginning of the winter timetable 1962/63.

- (2) The improvement of the installations of the harbor line and the switchyard of Rostock Overseas Harbor is to be continued in 1963. So far, a total of 80 track kilometers have been laid and three humps for train sorting have been built. Military supplies arrive regularly by sea in Rostock. Rostock Overseas Harbor is considered to be East Germany's largest freight station north of Berlin.
- (3) The Plau - Graefenrode stretch of the Plau - Oberhof line (191), single-track since the end of WW II, has been double-tracked. Preparations are under way for double-tracking of the line to Oberhof.
- (4) The Reichsbahn will renovate a total of 370 track kilometers in 1963.

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d) Personnel

In mid-March 1963, the East German Railroad Trade Union stated the number of railroad workers in East Germany to be 320,000. This number is conspicuously high on a railroad system of 16,160 kilometers (standard and narrow gauge) compared to 477,000 railroad personnel employed with the West German Federal Railroads' network of 30,700 kilometers. This can only partly be due to the greater demands on the Reichsbahn as compared to the less utilized other modes of transport. In addition, the different operating structure of the Reichsbahn, as for example the generously filled command posts of the dispatcher system from the Ministry for Transport down to railroad stations, may possibly require a higher number of personnel.

3.) Road Transportationa) Motor Transport

- (1) Motor vehicle production is to be increased within the next years.

Up to 1965, plans provide for an annual increase in passenger car production of over 100,000 units and for at least 150,000 passenger cars annually by 1970. In 1961, only approximately 70,000 vehicles were produced per year.

From 1959 on, truck construction has shown a retarded tendency which has partly been due to the particularly strong requirements of replacement parts because of the obsolete pool of vehicles. The production of replacement parts is therefore to be restricted in favor of the construction of trucks.

According to a resolution passed by COMECON, East Germany may in the future construct trucks with an effective load of 5 tons (up to now only 3.5 tons). VEB "Industriewerk Ludwigsfelde" is to produce a multi-purpose 5-ton truck (W-50) to be used in the agricultural sector and in freight transportation. After the plant, presently producing motor scooters only, has been enlarged considerably, a total of 1,600 of these 5-ton trucks are to be produced in 1965 and a total of 20,000 trucks per year, by 1970.

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- (2) In accordance with a resolution passed by the Council of Ministers in connection with the consolidation of vocational schools, the Engineers' College for Road Transport in Cottbus was merged with the Engineers' College for Road Building in Schleusingen/Thuringia (Suhl District) to the Engineers' College for Road Building and Transport in Cottbus. The Schleusingen college was closed down.
- (3) All taxi drivers of VEB Motor Vehicle Transport in East Berlin are to take part in combat group training. The training is to enable them to remain with their vehicles in case of emergency.
- (4) During the Leipzig Spring Fair (early to mid-March), all automobile drivers were stopped at the exit roads of the Holstedt - Berlin Autobahn. Fair visitors were instructed to use either the Berlin - Leipzig Autobahn, or to drive onto Highways F-1 or F-184 via the Autobahn exit at Burg. No additional checking was carried out.

b) Road Construction

- (1) During recent years, with the merging of district and Kreis roads, a new Highway F-177 was established. The highway leads from Wilsdruff (junction point with the Autobahn) (US 9857) to Pirna (VS 2546), by-passing Dresden in a northerly by-pass and continuing via Heissen - Radoburg (VS-1174) - Arnsdorf (VS-2961). The 13.2 kilometer stretch between Pirna and Rossendorf (VS-2556) is closed to traffic between February and late October 1963 because of road repair. The old Highway F-177 leading from Dresden to the East German/Czech border via Rosenthal (VS-3566) has been downgraded to "L10" (Landstrasse I. Ordnung) (primary road).
- (2) The following stretches of roads are closed to traffic in connection with military installations:
 - (a) The 13.8 kilometer long Rauen (VT-3499) - Storkow (VT-2790) stretch of L10-73, until further notice.
 - (b) The 1.6 kilometer Wurzen - Lueptitz (US-4596) stretch of L10-20, permanently.
 - (c) L110 (secondary road) between Zapel (PE-7737) and Ruethenbock (PE-7935).

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- (3) (a) The wooden parts of the Elbe Bridge at Torgau (UT 622 140) on Highway-87 are presently replaced by a pre-assembled steel structure. The auxiliary wooden bridge was built in March 1962 after the old bridge had collapsed. EGA engineers reinforced the ice-breaking structure of the bridge in February 1963.
- (b) The Elbe bridges near Dessau-Rosslau (on Highway F-184) and Torgau (on Highway F-87) have been closed to loads over six tons because of frost damages.
- (c) Due to damages to the road surface, speed limits have been established on various stretches of Highway F-5.

4. Inland Shipping

- a) Interzonal shipping was resumed in mid-March 1963, after the waterways had been frozen up for about 12 weeks. Shiplift Rothensee near Magdeburg has already been repaired and is again in operation.
- b) Shipping on the Berlin waterways which had accumulated a 500 mm ice cover was resumed in the last third of March 1963.
- c) In early March 1963, the Havel, Saale and Unstrut rivers were cleared of ice barriers through blasting or chopping. Except for some minor spots, the Elbe River has been free of ice since mid-March; Magdeburg Harbor has been reopened for traffic.
- d) At the end of March 1963, the Oder River was in mean flood at a level of approximately 4.40 meters in Frankfurt/Oder. To avoid flood danger, central depots for flood protection material have been established along the river in the individual districts and smaller depots at 12 kilometer intervals. The depot at Bad Freienwalde, in charge of the protection material for Frankfurt/Oder district, has a stock of approximately 75,000 sandbags, approximately 17,000 torches, protective clothing and equipment.

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5. Civilian Air Transport

On occasion of the 1963 Leipzig Spring Fair, the newly designed Soviet jet airliner Type TU-124 landed on Schkeuditz airport for the first time in a foreign country. Fair visitors were permitted to inspect the aircraft on Leipzig-Hockau airport.

IV. Czechoslovakia

1. Railroads

a) Operations

- (1) The considerable operational difficulties continued in March 1963. After initial difficulties, the truck convoys made available for the relief of the railroads proved a success and are to be made available again in the next winter. Up to mid-March, they hauled one million tons of coal from the Ostrau (Ostrava) coal mines.
- (2) Aid through military sources was intensified by the establishment of special military RR transport offices and by the employment of whole RR engineer units on endangered lines.
- (3) By mid-March 1963, the Czechoslovak State Railroads (CSD) fell short of the 1963 transportation plan by eight million tons.

b) Line Construction

- (1) A 13 kilometer-long electric rapid transit line (standard gauge) is under construction between Kaschau (Kosice) and East Slovak Ironworks (Vychodoslovenske Zelezarny- VSZ). The line is planned to be completed by late 1963.
- (2) The RR bridge across the Otava River (VQ 130 596) west of Katowice on the Pilsen (Plan) - Bohum. Budweis (Ceske Budejovice) line has been replaced by a stronger, 72 meter-long, steel lattice bridge. Exchange of the pre-assembled structure for the old structure was performed in co-operation with RR engineers. This measure and the planned exchange of another bridge near

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Protein are carried out in line with the planned 50X1-HUM double-tracking of the Pilsen (Plzn) - Budweis (Ceske Budejovice) line. [REDACTED]
[REDACTED]

c) Electrification

- (1) The Ostrava-Poruba - Maehr. Ostrau Main Station stretch (Hranice n. Moravo - Petrovice - Polish border line) was put in electric operation on 15 March 1963. It is reckoned that the transportation arrears will now be made up rapidly in that area.
[REDACTED] 50X1-HUM
- (2) Preparations are under way for the electrification of the Ostrava-Kuncice - Tetschen (Cesky Tesin) line in order to overcome the transportation difficulties in the Ostrava coal mining district. The electrification of this line was not provided for by the Five Years' Plan (1961-1965).

2. Civilian Air Traffic

In mid-March 1963, the Czechoslovak Airlines (CSA) established regular so-called Aerotaxi traffic between Karlsbad (Karlovy Vary) and Prague. An IL-18 (80 seats) aircraft is serving the Prague - Kaschau (Kosice) line while the route to Maehr. Ostrau (Ostrava) is being augmented by temporary utilization of a TU-104 A. The present number of passengers transported by the CSA is 3,500 per day.

3. Pipelines

Building of the pipeline from Bochnisch-Maehrliche Hoche (Bohemian-Moravian Upper Region) to Zaluzi near Bruck (Mont) proceeded as far as Deutsch Brod (Havl. Brod), in mid-March. [REDACTED]
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V. Poland1. Railroad Transportationa) Organization (See attached Map on RR Divisions of the PKP)

The eight Polish RR divisions (DOKP) are assigned the following numbers:

Warsaw	No.1	Breslau (Wroclaw)	No.6
Lublin	No.2	Posen (Poznan)	No.7
Krakow	No.3	Stettin (Szczecin)	No.8
Katowice	No.4	Danzig (Gdansk)	No.9

RR Division Lodz (No.5) was dissolved in 1956 and RR Division Allenstein (Olsztyn) (No.10) was dissolved in 1962; their districts were incorporated in the neighboring division. The number 5 remained unused.

*)

b) Operations

The general operational situation improved only slightly in March 1963 compared to the preceding months. Loading and unloading difficulties and the shortage of RR cars continued.

c) Line Construction

The following stretches, under construction for years, are to be completed in 1963:

- (1) Kamienna Nowa - Sidra (about 20 km); this stretch will establish the important connection of the Suwalki - Sokolka line in the gauge-changing area.
- (2) Glogow - Kolbuszow (about 19 km); representing another section of the Rzeszow - Doba Rozalin line connecting the industrial districts of this area.

50X1-HUM

*) The number of the RR divisions are of particular importance since the initial division (1st digit) and the destination division (2nd digit) of a shipment can generally be determined of the five-

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d) Rolling Stock

The PKP will receive the following motive power in 1963:

35	Electric locomotives
48	Electric railcar trains
110	Diesel locomotives (150-600 HP)
61	Diesel railcar trains.

2. Road Transportation

a) Road Construction

The following projects are scheduled for 1963:

Construction of about 130 State road kilometers;
Modernization of about 6,000 State road kilometers
(including 2,500 road kilometers with new
surface)
Renewal of about 1,850 community roads (solid surface).

b) Bridge Construction

The bridge over the Oder River (Century Bridge) under construction at Oppeln (Opolne) since the spring of 1961, is to be opened to traffic on 22 July 1963, which is the "Day of the Liberation of Poland".

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Gauge-Changing Wheel Set on East Bloc Railroad Systems

After 15 years of planning and preparatory work with various models, the further development of the gauge-changing wheel sets is assessed as follows:

1. At present, the sets are tested in not regularly scheduled major trial runs with integrated trains (Ganzsuege) (crude oil, ore).
2. By about late 1964, designing and testing will be completed. The present efforts are concentrated on the reduction of weight and of production costs.
3. In about 1965, the series production of the fully developed Model DR IV, will begin, particularly in East Germany, but also in the USSR, Czechoslovakia and Poland.
4. Also in 1965, regular sustained employment of the sets will begin on main transit lines, in integrated trains for bulk goods and other goods which are difficult to transload, or which would deteriorate by transloading. For the time being, however, this employment will be restricted by the following factors:
 - a) The insufficient capacity of the wheel set production plants (first production goal: 40,000 wheel sets for equipping about 10,000 cars).
 - b) The only partly corresponding clearance limitations of the OSShD railroads.
 - c) The only partly corresponding coupling systems of the rolling stock of the various gauges.
5. As of about 1970, unrestricted sustained employment will be possible when the interchangeability of RR cars will materialize within the planned Bloc pool of freight cars after the completion of the widening of the clearance limitation, and after the conversion of the rolling stock to the automatic central buffer coupling system within the total area of the OSShD railroads.
6. With the unrestricted sustained employment of the gauge-changing wheel sets, time consuming transloading and gauge-

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changing in the transloading area will be abolished, as a result of which the following economic and military advantages will be prominent:

- a) Decrease in the susceptibility to harassment of the gauge-changing zone in case of war.
- b) Increase of the transportation volume.
- c) Simplification of transportation.
- d) Reduction of transport costs.
- e) Improvement of transportation quality.

However, it is reckoned that such far-reaching advantages will not materialize for some time. As of 1965, though, the gauge-changing wheel sets should be taken into account in the military assessment of operational transportation.

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Die 8 Direktionen (DOKP) der Polnischen Staatsbahnen (PKP)

Anlage 2

